



# Non Vision-Based Lane Departure Warning System

Team Summit

-----

Lucky Adike

Marlon McKinnie

Titilope Ogunlaja

Funmilayo Oludaiye

November 2009 | Senior Design Project | Howard University

# Outline

- **Background**
- **Problem**
- **Design Requirements**
- **Current Status of Art**
- **Solution Approaches**
- **Project Management**
- **Costs & Resources**
- **Conclusion**
- **Questions**

B



50% of all highway deaths

- LDWS reduce these numbers by 77%

# Problem

- **Design an LDWS that:**
  - ☑ is non vision-based
  - ☑ has no physical external components
  - ☑ will detect impending lane departure
  - ☑ will alert driver *before* lane departure

# Terms and Definitions

- 1. Node – point on a road showing direction**
- 2. Time to Lane Cross (TLC) – the time before a car departs its lane**

# Design Requirements

- Minimum # of nodes before warning = 2
- Maximum TLC before warning issues = 1.3s
- # of nodes to buffer for LDWS response = 3
- Time between nodes = 3.2ms
- Traffic signal approach



# Current Status of Art

- **2001** - Nissan included LDWS in *Cima*

- **Current technology**

- vision-based
- forward-looking

- **Problems**

- Expensive
- Bad weather?



# Solution Approaches

**Description:**

**Virtual lane determination**

**+**

**Segmented road representation**

**+**

**Real time displacement and time deductions**



# Solution Approaches

## Calculations:

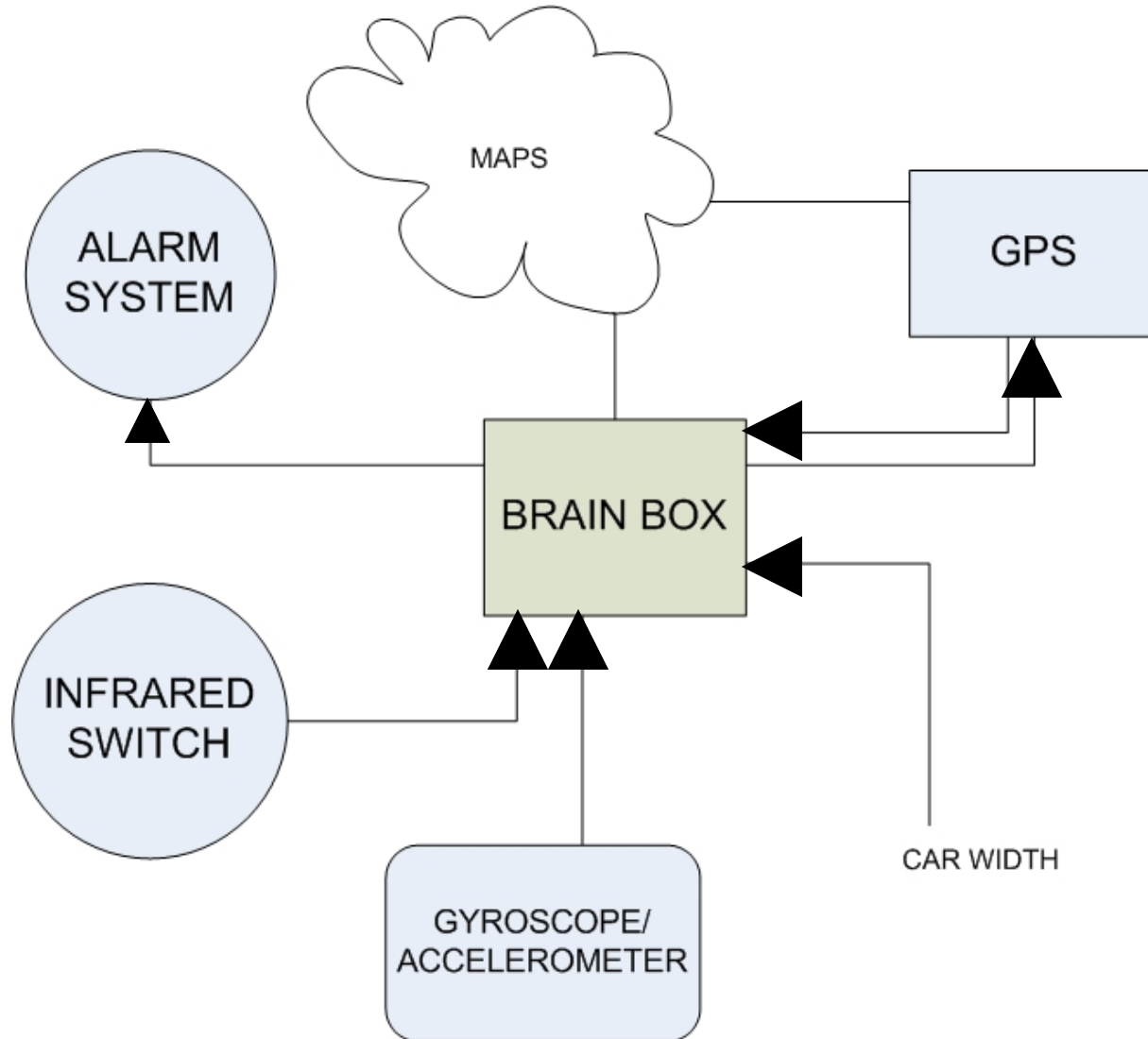
- A. Node Separation distance (n):** Distance between each node on a given road
- B. Time before lane departure (t)**
- C. Car width determination (w)**
- D. Displacement from nearest lane (dc)**
- E. Displacement from lane center (d)**

# Solution Approaches

- **Three-phase solution:**
  1. **Routing**
    - Initialize all components
    - Draw nodes & virtual lane
  2. **Guidance**
    - Checks car & node directions
  3. **Warning**
    - Signal alarm if  $TLC \leq 1.3s$



# Solution Approaches



# Solution Approaches



# Solution Approaches



# Project Management

- **Alternate Solution: Use of INS/DGPS**
  - DGPS - determines car location
  - INS - determines car direction
- **Problem**
  - Expensive
  - Depends on accuracy of GPS

# Solution Approaches

	Vision-based	INS/DGPS	Our Solution
Independent of physical lane markings			
Works in all weather conditions			
Accurate			
Cheapest & most affordable			
Low maintenance			
Power-efficient			
Lightweight & portable			
Convenient & easily detachable			
Non-susceptible to damage/theft			

# Project Management

- **Project Manager: Funmilayo Oludaiye**
  - Provides team with vision of project objectives
  - Motivates and inspires team members
- **Software Developer: Lucky Adike**
  - Designs service applications
  - Creates programming elements
- **Research Analyst: Titilope Ogunlaja**
  - Cites datasets and conducts research
  - Ensure compliance with terms & conditions
- **Hardware Expert: Marlon McKinnie**
  - Performs design engineering tasks
  - Develops digital hardware





# Project Management

No

Tasks

Start Date

# Cost & Resources

Item	Price
Field Programmable Gate Array Board	\$75.00
Infrared Switch & Receiver	\$6.00
Remote Controlled Car	\$25.00
Alarming System (LEDs & Buzzer)	\$2.00
Accelerometer & Gyroscope Device	\$5.00
Switching Device	\$4.00
Miscellaneous	\$30.00
<b>Total</b>	<b>\$147.00</b>

# Conclusion

- **Our solution:**
  - Non vision-based
  - Cost effective
  - Efficient & accurate
- **Our plan:**
  - Feasible
  - Reasonable constraints

# Questions

